
Appendices

A . MAPC's MetroPlan 2000

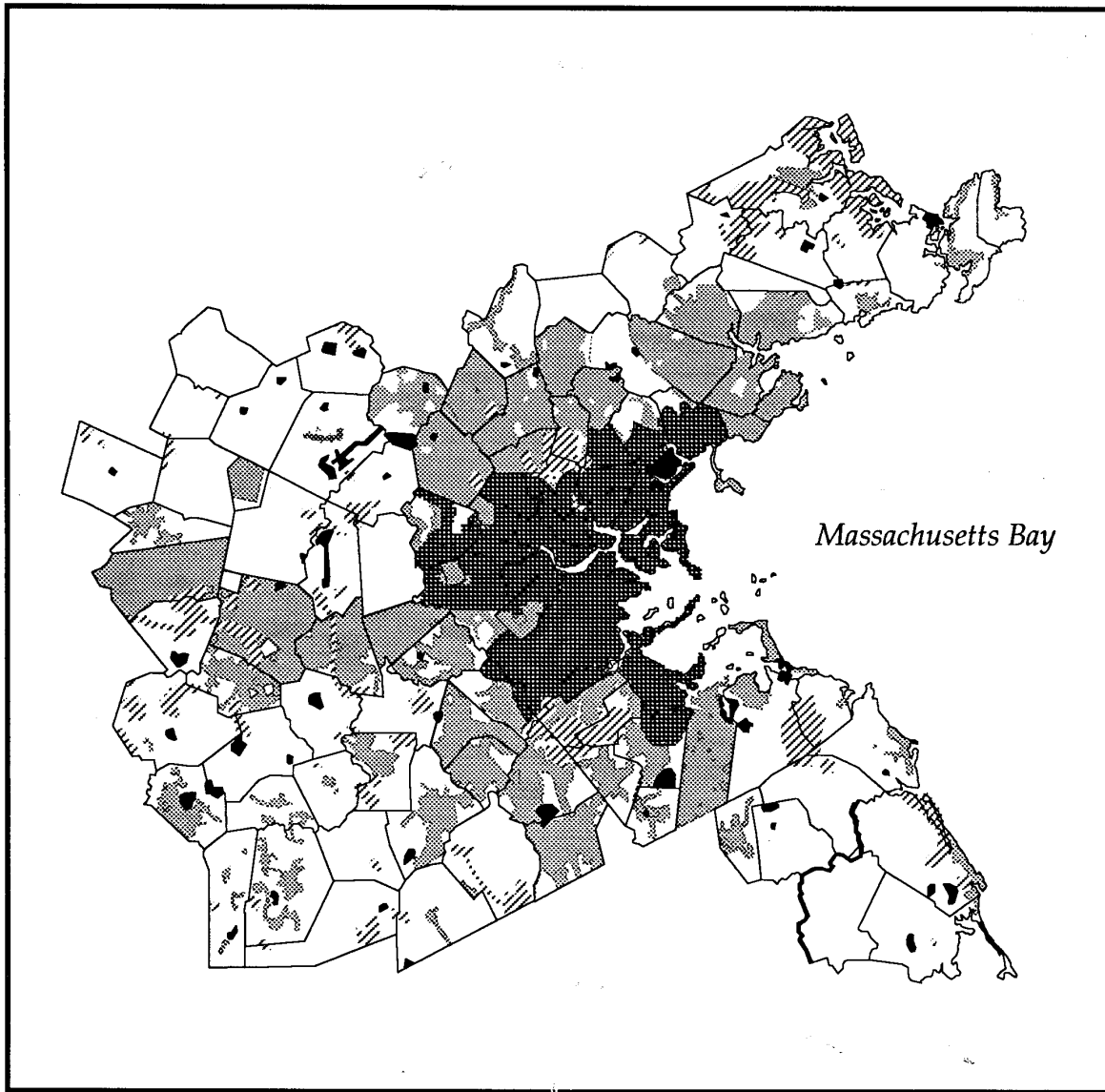
Cambridge is physically a very small place with just over six square miles of land area. Whatever its problems and prospects, or however it chooses to define its ideal future, the City's character in the years ahead will be greatly influenced by actions at the regional, state, and Federal level. Housing (money for affordable units) economic development (overall state economy) and transportation (priorities set by the State) in particular are tempered by such influences. With this in mind, the City has actively supported the efforts of the Metropolitan Area Planning Council (MAPC) in developing MetroPlan 2000, a Regional Development Plan for Metropolitan Boston.

In 1987, when the Metropolitan Area Planning Council initiated the MetroPlan 2000 planning process the region was continuing to show signs of stress from the impacts of development in the region. Traffic was growing by 4% per year leading to steady increases in congestion and air pollution. Water and sewer treatment facility capacity was in great demand. The ratio of housing costs to wages was higher in the Boston area than any other metropolitan area in the nation. The region seemed to be calling for a vision for its future which would allow economic development to take place in an efficient and well planned manner.





MetroPlan 2000 provides this vision for future growth in the 101 cities and towns in the MAPC region. The basic tenet of the plan is that concentrating development is economically and environmentally more practical than our current mode of scattered growth. Concentrated development encourages transit, ridesharing and pedestrian traffic thereby reducing auto travel, traffic congestion, air pollution and fuel consumption. In addition, this type of development reduces the pressure to develop open space and environmentally sensitive lands.

The plan is divided into three main sections. The first is the regional development plan which describes the classification of land use proposed for the metropolitan area. The second section is comprised of action recommendations which are the tools for implementing the plan. The third and final section of the plan will be a capital improvement program which prioritizes infrastructure expenditures in the region according to the goals of MetroPlan 2000.



MAPC Regional Development Plan



Development Area Classifications

-  Urban Area
-  Multi-Service Area
-  Suburban/Rural Area
-  Concentrated Development Centers (Not Shown)

Land Resource Protection Areas *

-  Preserved
-  In Need of Protection

* Information shown here is preliminary. Only parcels of 100 acres or more are shown. See page 36 for further discussion of Land Resource Protection Plan.

Note: This map is a graphic approximation of the boundaries of the area classifications. For more detailed delineation, refer to the GIS map at a scale of 1:60,000.

The Regional Development Plan

MAPC has created a regional development framework which addresses the imbalance between economic growth and the resources necessary to support it. The framework designates areas differentiated by various levels of development potential and natural resources. A basic foundation of this plan is to encourage future growth to take place in a concentrated manner.

There are four primary land use classifications in the plan:

- The Urban Area is the area within 1 1/2 mile of the rapid transit system.
- The Multi-Service Area is the area outside the urban area supplied with public sewer service.
- The Suburban/Rural Area has no public sewer service.
- The Land Resources Protection Area is to be preserved as part of a network of open space including critical environmental areas and unique landscape features.

Each of these classifications is mapped on figure 1 to show the areas of the region which need to be protected as well as those areas that are appropriate for development. The land resources protection plan and the development plan data are currently being updated and refined.

Within each of those four classifications are Concentrated Development Centers. These centers are characterized by the existence of or potential for sustaining mixed use concentrated development. General criteria for these centers include: the feasibility or availability of public transportation services, the existence of or plan for the achievement of 10% affordable housing in the host community, existing or proposed water and sewer capacity and a design and location which contributes to a reduction in auto travel.

Most potential development sites in Cambridge are located within the Urban Area which is defined as having the following characteristics:

- Potential high density development (FAR > 2.0)
- Public water and sewer
- Residential, commercial and industrial development
- Development focused around transit systems
(especially walking distance to transit stops)
- Linkage to neighborhoods for affordable housing
- Protection of open space encouraged

Within the Urban Area are three subclassifications comprising the Urban Economic Core, Urban Growth Centers and Urban Centers. The Urban Economic Core is the commercial heart of the Region and includes the North Point, East Cambridge and Kendall Square development areas of Cambridge and probably extending to include University Park. Urban Growth Centers are areas that will grow substantially in the future. Alewife is considered an Urban Growth Center. Urban Centers are established areas that will experience mostly in-fill development and would include the Central, Harvard and Porter Square areas of Cambridge.

While encouraging growth in the Urban Area of the region that is within walking distance to transit, MetroPlan 2000 also discourages development not served by transit which would include in Cambridge such areas as lower Cambridgeport and the area along Memorial Drive at the Cambridgeport/Riverside border.

Action Recommendations

The second section of the plan is made up of 68 action recommendations. These are the tools for the implementation of the plan. The recommendations were developed by seven policy committees which meet regularly to discuss the problems facing the region in the areas of economic development, facility siting, housing, land resources, solid waste, transportation and water resources. The committees' recommendations include actions regarding specific technology, funding mechanisms, general policies, and specific MAPC actions in each policy area.

Although a full presentation of all action agenda items along with a discussion of objectives and possible implementation mechanisms are found in the actual MetroPlan 2000 document, a summary is presented here.

Economic Development

MetroPlan 2000 has singled out three major issues that threaten the region's economy. They are: a mismatch between the skills offered by available workers and the skills demanded by emerging job opportunities; the lack of job opportunities which can offer middle income wages to those lacking college educations; and inadequate local, regional and state control over the development process and infrastructure investment. From these issues, recommendations have been made, the goal of which is to preserve and enhance economic diversity within the region, reinforce its economic strength, and provide employment for its residents.

Facility Siting

Siting of facilities has become increasingly difficult as problems ranging from prison overcrowding to lack of waste disposal facilities remain unresolved. There is a need in our region to improve and streamline siting processes to ensure successful development of needed projects. Many of the problems encountered today center on perceived need for additional facilities, fairness in existing processes, and the lack of coordination between various siting entities. MetroPlan 2000 makes several recommendations which could help in the siting of necessary regional facilities.

Housing

Adequate and affordable housing is a critical piece of the region's development plan for the future. MetroPlan 2000 recommendations present programs and concepts that address the most pressing housing issues facing the region: an insufficient supply of housing to accommodate the future employment growth; an inability of communities to meet the state required 10% affordable goal; and a desire to keep housing permanently affordable. The goal is to assure adequate and sufficient permanently affordable housing to provide for the diverse needs of the region's population and its current and future work force.

Land Resource.

MetroPlan 2000 includes a set of recommendations the goal of which is the protection of environmental and recreational resources within the region to enhance the quality of life and protect the public health. These resources include environmental, recreational, historic, visual and cultural resources, such as views, landmarks and areas of special locational character which define "a sense of place".

Solid Waste

Solid waste disposal is a problem we can no longer ignore. Solid waste generation rates and current disposal practices in the region indicate that more than one third of the MA PC communities will run out of solid waste disposal capacity within the next ten years. MetroPlan 2000 recommendations center around the goal of communities working together to develop and integrate solid waste management systems.

Transportation

For transportation, the thrust of MetroPlan 2000 has been to reverse the trend toward longer commutes, to reduce the reliance on single-occupancy vehicles and to improve the options for auto-free commuting. In the MetroPlan 2000 recommendations, the emphasis is on consolidating travel and demand to a strong urban economic core and to concentrated growth centers. The hope is that in this environment, carpooling, vanpooling, walking and bicycling, in addition to transit, will be feasible to a far greater extent than today. Towards this end, MAPC proposes that a new regional transportation plan be developed including capital programming and project prioritization that is based upon the vision offered by MetroPlan 2000.

Water Resources

Based upon existing system capacities, future water and sewer demand projections, and the status of water quality, MetroPlan 2000 recommends a focus on the maintenance and upgrading of the existing water supply and waste water treatment systems. The goal is to provide adequate service to the region and to protect; water supplies; wetlands; and coastal resources.

Capital Investment Program

MAPC is currently prioritizing infrastructure expenditures in the region according to MetroPlan 2000. This annually updated Capital Investment Program (CIP) will be the third section of the Plan. This program will be developed by the MAPC policy committees and staff with input from sub-regions and communities. The program will include projects which require the expenditure of funds from state and federal sources or from quasi-independent authorities. Regional investments in waterworks, sewerage and waste water treatment systems, transportation, housing, and purchases to set aside land resources will be prioritized in the CIP.

Planning Process

The action recommendations of MetroPlan 2000 establish a regional framework for the implementation of policies adopted in MetroPlan 2000. The plan cannot work without public input and support nor can the plan be implemented in a rational way without regional coordination of all component policies. MetroPlan 2000 offers several ways to reinforce the current regional planning process and to integrate regional issues into the local planning process and local planning issues into the regional planning process.